



Manpower Standard

**MAINTENANCE OPERATIONS FLIGHT/
CURRENT OPERATIONS FLIGHT (MAINT)**

This Air Force Manpower Standard (AFMS) quantifies the manpower required to accomplish the tasks described in the process oriented description for varying levels of workload. Maintenance Operations/Current Operations Flight is responsible for tracking aircraft engine status (time change, special inspections, etc.) for all possessed engines; coordinates logistics group inputs to flying schedules; handles financial, personnel, and facility management for the logistics group; and performs maintenance analysis for the logistics group. This flight also manages the Programmed Depot Maintenance program; manages the Time Compliance Technical Orders (TCTOs) program; performs analysis of operations group maintenance data for the operations group commander and wing commander; manages the maintenance data base; and coordinates end-of-runway and ramp servicing function. This standard was developed for the Objective Wing, Maintenance Operations/Current Operations Flight, in accordance with policies and guidance from the Air Staff; AFI 21-101, *Maintenance Management of Aircraft*; AFI 38-101, *Air Force Organization*; and AFMAN 38-208, *Air Force Management Engineering Program (MEP)*. Send comments and suggested improvements on AF Form 847, **Recommendation for Change of Publication**, through channels, to AFCQMI/MQAB, 550 E Street East, Randolph AFB, Texas 78150-4451.

1. Responsibility Statements. The Maintenance Operations Flight/Current Operations Flight (Maint) is responsible for the following activities:

1.1. Management (21B1.1/21E1.1). This section involves the overall management of the Maintenance Operations/Current Operations Flight.

1.2. Maintenance Data Systems Analysis (21B1.2/21E1.2). This section manages maintenance information and performs analysis to assess and improve unit performance.

1.3. Plans, Scheduling, and Documentation (PS&D) (21E1.3). This section plans and schedules all maintenance requirements, together with operations commitment for mission and training requirements.

1.4. Engine Management (21B1.4). This section performs engine manager duties; and monitors engine removals and replacements, parts tracking, engine TCTOs and Time Change Items (TCIs), and engine records.

1.5. Programs and Mobility (21B1.5/21E1.5). This section provides the financial, manning, facilities, and mobility liaison management in support of the aircraft maintenance effort.

1.6. Maintenance Supply Liaison (MSL) (21B1.6/21E1.6). This section monitors the overall maintenance and supply interface, advises maintenance of support problems, and recommends corrective actions.

2. Core Composition. See individual section's Core Composition paragraph.

3. Standard Data. See individual section's Standard Data paragraph.

4. Application Instructions. See individual section's Application Instruction paragraph.

5. Statement of Conditions. See individual section's Statement of Conditions paragraph.

THOMAS E. SPITZER
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Air Force Center for Quality and Management Innovation

Attachments

1. Management
2. Maintenance Data Systems Analysis
3. Plans, Scheduling, and Documentation (PS&D)
4. Engine Management
5. Programs and Mobility
6. Maintenance Supply Liaison (MSL)

21B1.1/21E1.1**MAINTENANCE OPERATIONS FLIGHT/CURRENT OPERATIONS FLIGHT (MAINT)
(MANAGEMENT)**

The mission of this section involves the overall management of the Maintenance Operations/Current Operations Flight. This AFMS provides the manpower needed for management of the Maintenance Operations/Current Operations Flights. It applies to installations with flying missions in AETC, ACC, PACAF, USAFE, and AMC during peacetime. It does not apply to AFR, ANG, AFMC, AFSPC, and AFSOC. It also does not apply to Andrews AFB, Nellis AFB, Howard AB, AF Academy, Keflavik AB, Tyndall AFB (Log Gp), and Randolph AFB. This AFMS does not apply to functions that are undergoing cost comparison or have been cost compared (OMB Circular A-76).

A1.1. Core Composition:

A1.1.1. **Core Manpower Requirement.** 1

A1.1.2. **Core Range.** 1 (Fixed)

A1.1.3. **Major Programming Factor.** An Authorized Management Section.

A1.2. Standard Data:

A1.2.1. **Approval Date.** 7 March 1997

A1.2.2. **Manpower Data Source.** Expert Team Workshop

A1.2.3. **Manpower equation** $Y = 1$

A1.2.4. Workload Factor:

A1.2.4.1. **Title.** An Authorized Management Section.

A1.2.4.2. **Definition.** An Authorized Management Section in accordance with AFI 38-101.

A1.2.4.3. **Source.** AFI 38-101 "Functional Statement".

A1.2.5. Points of Contact:

A1.2.5.1. **AFCQMI Representative.** Mr. Glen Craft, AFCQMI/MQAB

A1.2.5.2. **Functional Representative.** CMSgt Philip Pulliam, HQ AETC/LGMMQ

A1.3. Application Instructions:

A1.3.1. **Step 1.** Core manpower requirement is fixed at 1 authorization.

A1.3.2. **Step 2.** Use the manpower table at Appendix B to determine the appropriate grade and skill.

A1.4. Statement of Conditions. The normal hours of operation for this work center are 8 hours a day, 5 days a week.

Appendices

A - Process Oriented Description

B - Standard Manpower Table

C - Process Analysis Summary

PROCESS ORIENTED DESCRIPTION

MANAGEMENT

A1A.1. PERFORMS MANAGEMENT FUNCTIONS.

A1A.2. PERFORMS ADMINISTRATIVE FUNCTIONS

[illegible]

PROCESS ANALYSIS SUMMARY**MANAGEMENT**

PROCESS TITLE	PROCESS TIME (MAN-HOURS)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER
Performs Management and Administrative Functions	163.17	FIXED	1.00
	TOTAL FRACTIONAL MANPOWER		1.00

(21B1.2/21E1.2)

**MAINTENANCE OPERATIONS FLIGHT/CURRENT OPERATIONS FLIGHT (MAINT)
(MAINTENANCE DATA SYSTEMS ANALYSIS)**

This section manages maintenance information and performs analysis to assess and improve unit performance. Maintenance management information systems provide the foundation for data pertaining to utilization and expenditure of unit resources. Systems management includes data gathering, surveillance, and identifying problem areas for additional study. This AFMS provides the manpower needed to support a Maintenance Data Systems Analysis Section in either the Maintenance Operations or Current Operations Flights. It applies to installations with flying missions in AETC, ACC, AMC, PACAF, and USAFE during peacetime. It does not apply to AFR, ANG, AFMC, AFSPC, and AFSOC. It also does not apply to Andrews AFB, AF Academy, Howard AB, Keflavik AB, Nellis AFB, Randolph AFB, and Tyndall AFB (Log Gp). This AFMS does not apply to functions that are undergoing cost comparison or have been cost compared (OMB Circular A-76). Bases should develop negative variances to account for processes not performed or performed by contract, and positive variances for processes performed, but not included in this AFMS.

A2.1. Core Composition. This AFMS was developed to support an Objective Wing core of 42 Primary Aircraft Inventory (PAI).

A2.1.1. **Core Manpower Requirement.** 10

A2.1.2. **Core Range.** 6-22

A2.1.3. **Major Programming Factor.** Primary Aircraft Inventory (PAI)

A2.2. Standard Data:

A2.2.1. **Approval Date.** 7 March 1997

A2.2.2. **Manpower Data Source.** Expert Team Workshop

A2.2.3. **Manpower equation.** See Matrix.

A2.2.4. Workload Factor:

A2.2.4.1. **Title.** A Primary Aircraft Inventory (PAI).

A2.2.4.2. **Definition.** Total PAI to the installation excluding aircraft maintained via contract.

A2.2.4.3. **Source.** The most current source document available identifying base PAI.

A2.2.5. Points of Contact:

A2.2.5.1. **AFCQMI Representative.** Mr. Glen Craft, AFCQMI/MQAB

A2.2.5.2. **Functional Representative.** CMSgt Philip Pulliam, HQ AETC/LGMMQ

A2.3. Application Instructions.

A2.3.1. **Step 1.** Determine the total Number of PAI to your base for the projected year, minus those aircraft maintained by contract.

A2.3.2. **Step 2.** Using the matrix below, identify the range of the authorized aircraft and determine core manpower:

PAI	Manpower	PAI	Manpower
0-4	4	72-96	11
5-10	5	97-119	12
11-18	6	120-150	13
19-35	7	151-170	14
36-47	8	171-199	15
48-71	9	200+	16

A2.3.3. **Step 3.** Using the applicable variance(s) (see Appendix C) for your base, add/subtract to or from the manning indicated in the core authorizations determined in paragraph A2.3.2 above.

A2.3.4. **Step 4.** Use the manpower table at Appendix B to determine the appropriate grades and skills.

A2.4. Statement of Conditions. The normal hours of operation for this work center are 8 hours a day, 5 days a week.

Appendices

A - Process Oriented Description

B - Standard Manpower Table

C - Variances

D - Process Analysis Summary

PROCESS ORIENTED DESCRIPTION

MAINTENANCE DATA SYSTEMS ANALYSIS

A2A.1. MAINTAINS AND OPERATES MAINTENANCE MANAGEMENT INFORMATION SYSTEMS SUCH AS CORE AUTOMATED MAINTENANCE SYSTEM (CAMS):

A2A.1.1. IDENTIFIES PROBLEMS RELATED TO INFORMATION SYSTEM.

A2A.1.2. IDENTIFIES, CORRECTS, AND REPAIRS INFORMATION SYSTEM DATABASE PROBLEMS.

A2A.2. MONITORS, COLLECTS, ASSEMBLES, AND AUDITS DATA REPORTS AND BRIEFING:

A2A.2.1. INITIATES SPECIAL STUDIES, INVESTIGATIONS, AND PERFORMS STATISTICAL ANALYSIS.

A2A.2.2. IDENTIFIES SIGNIFICANT FACTORS AFFECTING MISSION CAPABILITIES AND SUBSYSTEM RELIABILITY.

A2A.2.3. USES STATISTICAL TECHNIQUES, INTERPRETS FINDINGS FROM DATA, IDENTIFIES TRENDS AND SIGNIFICANT DEVIATIONS, AND RECOMMENDS CORRECTIVE ACTION.

A2A.2.4. ANALYZES DEFICIENCIES IN AREAS SUCH AS EQUIPMENT PERFORMANCE, MATERIEL CONSUMPTION, MANAGEMENT AND RESOURCES, AND THEIR IMPACT ON UNIT MISSION.

A2A.2.5. DEVELOPS FACTORS TO MEASURE AND PROJECT CAPABILITIES OF MAINTENANCE MANPOWER, EQUIPMENT, AND FACILITIES.

A2A.2.6. ESTABLISHES WORK METHODS, PERFORMANCE STANDARDS, AND ALLOCATES WORK TO SUBORDINATE.

A2A.2.7. PLANS, ORGANIZES, DIRECTS, AND MANAGES MAINTENANCE DATA SYSTEMS ANALYSIS ACTIVITIES.

A2A.3. PERFORMS DEFICIENCY ANALYSIS:

A2A.3.1. PROVIDES TECHNICAL EXPERTISE ON AIRFRAME, ENGINE, WEAPONS, AND SUPPORT EQUIPMENT.

A2A.3.2. INVESTIGATES AND IDENTIFIES PROBLEMS FOR TRAINING DEFICIENCIES, TECHNICAL ORDER COMPLIANCE AND ACCURACY, MATERIEL DEFICIENCIES, AND TOOL REQUIREMENTS.

A2A.3.3. WORKS AS PART OF THE ANALYSIS TEAM TO IDENTIFY PROBLEM AREAS AND MAKES RECOMMENDATIONS FOR CORRECTIVE ACTION.

STANDARD MANPOWER TABLE											
WORK CENTER/FAC			APPLICABILITY MAN-HOUR RANGE								
Maint Ops Flt/Current Ops Flt (Maint) Maintenance Data Systems Analysis/21B1.2/21E1.2			N/A								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Maint Data Sys Anlys Mgr	2R100	CMS									
Maint Data Sys Anlys Supt	2R091	SMS						1	1	1	1
Maint Data Sys Anlys Crftmn	2R071	MSG		1	1	1	1	1	1	1	1
Maint Data Sys Anlys Crftmn	2R071	TSG	1	1	1	1	2	2	2	2	2
Maint Data Sys Anlys Jrnymn	2R051	SSG	2	2	2	2	2	2	3	3	3
Maint Data Sys Anlys Jrnymn	2R051	SRA	1	1	2	2	2	2	2	3	3
Maint Data Sys Anlys Apr	2R031	A1C	1	1	1	2	2	2	2	2	3
Maintenance AFSC applicable to primary aircraft inventory at location.	2XX71	TSG									
	2XX51	SSG	1	1	1	1	1	1	1	1	1
TOTAL			6	7	8	9	10	11	12	13	14
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Maint Data Sys Anlys Mgr	2R100	CMS						1	1	1	1
Maint Data Sys Anlys Supt	2R091	SMS	1	1	1	1	1				
Maint Data Sys Anlys Crftmn	2R071	MSG	1	2	2	2	2	2	2	2	3
Maint Data Sys Anlys Crftmn	2R071	TSG	2	2	2	2	2	3	3	3	3
Maint Data Sys Anlys Jrnymn	2R051	SSG	3	3	4	4	4	4	5	5	5
Maint Data Sys Anlys Jrnymn	2R051	SRA	3	3	3	4	4	4	4	5	5
Maint Data Sys Anlys Apr	2R031	A1C	3	3	3	3	4	4	4	4	4
Maintenance AFSC applicable to primary aircraft inventory at location.	2XX71	TSG	1	1	1	1	1	1	1	1	1
	2XX51	SSG	1	1	1	1	1	1	1	1	1
TOTAL			15	16	17	18	19	20	21	22	23

[illegible]

APPROVED VARIANCES**MAINTENANCE DATA SYSTEMS ANALYSIS****A2C.1. Title.** Positive Mission Variance for C-5 MADARS.

A2C.1.1. **Definition.** MADARS is a system particular to the C-5 aircraft that records aircraft performance. This variance provides for downloading the MADARS tape into the Ground Processing System (GPS), formatting, and uploading into the GO81 system. The variance also provides for the maintenance of processing equipment/software and the retrieval of performance data for maintenance work centers as required.

A2C.1.2. **Impact.** +6

A2C.1.3. **Applicability.** Dover and Travis.

A2C.2. Title. Positive Mission Variance for GO81 "CAMS for Airlift Mobility."

A2C.2.1. **Definition.** GO81 is a maintenance information system used in support of airlift requirements. This variance provides for system functional management, allocation and management of access codes, data base maintenance, writing retrieval programs, serving as single point of contact for system problems, changing programs, and managing the local area net working system that supports GO81 and the customer.

A2C.2.2. **Impact.** +2 for locations with 1-4 flying squadrons
+3 for locations with 5 or more flying squadrons

A2C.2.3. **Applicability.** This variance applies to locations that use GO81 as a primary maintenance information system:

Charleston +2	Grand Forks +2	McConnell +2
Dover +2	Malmstrom +2	McGuire +2
Fairchild +2	McChord +2	Travis +2

A2C.3. Title. Negative Mission Variance for Locations Using GO81 "CAMS for Airlift Mobility" as a Primary Maintenance Management Information System.

A2C.3.1. **Definition.** This variance applies to locations that have more than 49 PAI.

A2C.3.2. **Impact.** -1

A2C.3.3. **Applicability.** McGuire, Travis, and Fairchild.

A2C.4. Title. Positive Mission Variance for Deficiency Analysis at Locations Supporting Multiple Mission Design Series (MDS) Aircraft.

A2C.4.1. **Definition.** Locations assigned multiple MDS aircraft require more expertise to deal with systems that are different from each other. This variance provides added expertise to assist in identifying system problems, supporting equipment problems, providing training, providing technical data guidance, and identifying tool deficiency problems.

A2C.4.2. **Impact.** +1 at locations with 4 or more different Mission Designs authorized (i.e., HC-130 vs MC-130), excluding series differences (i.e., F-15C vs F-15D).

A2C.4.3. **Applicability.** Offutt, Kirtland, Holloman, Mt Home, Kadena, Osan, Yokota, and Elmendorf.

A2C.5. Title. Positive Mission Variance for Core Automated Maintenance Systems (CAMS) Data Base Management (DBM) Locations That Provide Tenant Support.

A2C.5.1. Definition. This variance provides CAMS expertise to tenant units that are either Communications/Electronics, Munitions, or satellite type units.

A2C.5.2. Impact. +1 for locations that support 1 to 11 tenant units.
+2 for locations that support 12 or more tenant units.

A2C.5.3. Applicability:

Aviano +1	Holloman +1	Misawa +1	Yokota +1
Barksdale +1	Kadena +1	Moody +1	
Beale +1	Kirtland +1	Mt. Home +1	
Cannon +1	Lakenheath +1	Offutt +1	
Charleston +1	Langley +1	Pope +1	
Davis Monthan +1	Little Rock +1	Ramstein +1	
Dover +1	Luke +1	Scott +1	
Dyess +1	Malmstrom +1	Seymour Johnson +1	
Eglin +1	McChord +1	Shaw +2	
Ellsworth +1	McConnell +1	Spangdahlem +1	
Fairchild +1	McGuire +1	Tinker +1	
Grand Forks +1	Mildenhall +1	Travis +1	
Hill +1	Minot +1	Tyndall (OPS Group) +1	

A2C.6. Title. Positive Mission Variance for Aircraft Debriefing Software.

A2C.6.1. Definition. This variance provides a dedicated analyst to assist in analyzing unique aircraft debriefing data, and provide for a more accurate identification and correction of noted in-flight maintenance discrepancies.

A2C.6.2. Impact. +1 for each B-1, B-2, or F-15 MDS authorized, excluding series differences (i.e., F-15C vs F-15D).

A2C.6.3. Applicability. Luke, Tyndall (OPS Group), Dyess, Eglin, Ellsworth, Langley, Mt. Home, Seymour Johnson, Elmendorf, Kadena, Lakenheath, and Spangdahlem.

PROCESS ANALYSIS SUMMARY**MAINTENANCE DATA SYSTEMS ANALYSIS**

PROCESS TITLE	PROCESS TIME (Man-Hours)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER
Manages CAMS	17.20	42 Aircraft	4.43
Improvement Analysis	17.20	42 Aircraft	4.43
Deficiency Analysis	3.90	42 Aircraft	1.00
TOTAL FRACTIONAL MANPOWER			9.86

(21E1.3)

**CURRENT OPERATIONS FLIGHT (MAINT)
(PLANS, SCHEDULING, AND DOCUMENTATION (PS&D))**

This section plans and schedules all maintenance requirements together with operations commitment for mission and training requirements. It manages the inspection, time change, and time compliance technical orders (TCTOs) including depot maintenance and maintenance of historical data for authorized aircraft. This AFMS provides the manpower needed to support a Plans, Scheduling, and Documentation Section in the Current Operations Flight. It applies to installations with flying missions in AETC, ACC, AMC, PACAF, and USAFE during peacetime. It does not apply to AFR, ANG, AFMC, AFSPC, and AFSOC. It also does not apply to Andrews AFB, AF Academy, Howard AB, Keflavik AB, Nellis AFB, and Randolph AFB. This AFMS does not apply to functions that are undergoing cost comparison or have been cost compared (OMB Circular A-76). Bases should develop negative variances to account for processes not performed or performed by contract, and positive variances for processes performed, but not included in this AFMS.

A3.1. Core Composition. This AFMS was developed to support an Objective Wing core of 25 Primary Aircraft Inventory.

A3.1.1. **Core Manpower Requirement.** 5

A3.1.2. **Core Range.** 4-6

A3.1.3. **Major Programming Factor.** Primary Aircraft Inventory (PAI)

A3.2. Standard Data:

A3.2.1. **Approval Date.** 7 March 1997

A3.2.2. **Manpower Data Source.** Expert Team Workshop

A3.2.3. **Manpower equation.** See Matrix.

A3.2.4. Workload Factor:

A3.2.4.1. **Title.** A Primary Aircraft Inventory (PAI).

A3.2.4.2. **Definition.** The installation's total PAI, excluding aircraft maintained via contract.

A3.2.4.3. **Source.** The most current source document available identifying base PAI.

A3.2.5. Points of Contact:

A3.2.5.1. **AFCQMI Representative.** Mr. Glen Craft, AFCQMI/MQAB

A3.2.5.2. **Functional Representative.** CMSgt Philip Pulliam, HQ AETC/LGMMQ

A3.3. Application Instructions:

A3.3.1. **Step 1.** Determine the total number of PAI to your base for the projected year, minus those aircraft maintained by contract.

A3.3.2. **Step 2.** Using the matrix below, identify the range of the authorized aircraft and determine core manpower.

PAI	MANPOWER
1 - 5	2
6 - 11	3
12 - 18	4
19 - 65	5
66+	6

A3.3.3. **Step 3.** Using the applicable variance(s) (see Appendix C) for your base, add/subtract to or from the manning indicated in the core authorizations determined in paragraph A3.3.2 above.

A3.3.4. **Step 4.** Use the manpower table at Appendix B to determine the appropriate grades and skills.

A3.4. Statement of Conditions. The normal hours of operation for this work center are 8 hours a day, 5 days a week.

Appendices

A - Process Oriented Description

B - Standard Manpower Table

C - Approved Variances

D - Process Analysis Summary

PROCESS ORIENTED DESCRIPTION

PLANS, SCHEDULING, AND DOCUMENTATION (PS&D)

A3A.1. PLANS, SCHEDULES, AND DOCUMENTS MAINTENANCE ACTIONS AND UTILIZATION OF AUTHORIZED AIRCRAFT.

A3A.2. MANAGES THE INSPECTION, TIME CHANGE, AND TCTO PROGRAM FOR AUTHORIZED AIRCRAFT.

A3A.3. MAINTAINS HISTORICAL DATA FOR AUTHORIZED AIRCRAFT.

A3A.4. COORDINATES THE PROGRAM DEPOT MAINTENANCE (PDM) PROGRAM WITH AFMC.

A3A.5. COORDINATES THE FLYING HOUR PROGRAM.

A3A.6. PROVIDES FUNCTIONAL MANAGEMENT TO ALL WING AND MAINTENANCE SCHEDULING AGENCIES.

A3A.7. DEVELOPS, COORDINATES, AND PREPARES AIRCRAFT GENERATION FLOW PLANS.

APPROVED VARIANCES**PLANS, SCHEDULING, AND DOCUMENTATION (PS&D)**

A3C.1. Title. Positive Mission Variance for Strategic Airlift (C-5/C-141).

A3C.1.1. **Definition.** A 24-hour-per-day, 7-day-per-week, centralized scheduling function substantially increases the requirement for manning.

A3C.1.2. **Impact.** +43

A3C.1.3. **Applicability.** Charleston +9, Dover +7, McChord +8, McGuire +9, Travis +10

NOTE: Applicability is based on the following matrix:

Primary Aircraft Inventory

1-12	13-24	25-36	37-48	49-60	61+
5	6	7	8	9	10

A3C.2. Title. Positive Mission Variance for TDY Support.

A3C.2.1. **Definition.** Providing PS&D support on a continuous basis for 30-40 deployed KC-135 aircraft increases demand for additional manning.

A3C.2.2. **Impact.** +1.

A3C.2.3. **Applicability.** Mildenhall

PROCESS ANALYSIS SUMMARY**PLANS, SCHEDULING, AND DOCUMENTATION (PS&D)**

PROCESS TITLE	PROCESS TIME (Man-Hours)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER
Plans, Schedules, and Documents	22.31	36 Aircraft	4.92

TOTAL FRACTIONAL MANPOWER			4.92

(21B1.4)

**MAINTENANCE OPERATIONS FLIGHT(MAINT)
(ENGINE MANAGEMENT)**

This section monitors engine removals and replacements, parts tracking, engine time compliance technical orders (TCTOs) and Time Change Items (TCIs), and engine records; and performs engine manager duties. This AFMS provides the manpower needed to support an Engine Management Section in the Maintenance Operations Flight. It applies to installations with flying missions in AETC, ACC, AMC, PACAF, and USAFE during peacetime. It does not apply to AFR, ANG, AFMC, AFSPC, and AFSOC. It also does not apply to Andrews AFB, AF Academy, Howard AB, Keflavik AB, Nellis AFB, and Randolph AFB. This AFMS does not apply to functions that are undergoing cost comparison or have been cost compared (OMB Circular A-76). Bases should develop negative variances to account for processes not performed or performed by contract, and positive variances for processes performed, but not included in this AFMS.

A4.1. Core Composition. This AFMS was developed to support an Objective Wing core of 200 aircraft engines.

A4.1.1. **Core Manpower Required.** 5

A4.1.2. **Core Range.** 2 - 6

A4.1.3. **Programming Factor.** Aircraft Engines

A4.2. Standard Data:

A4.2.1. **Approval Date.** 7 March 1997

A4.2.2. **Manpower Data Source.** Expert Team Workshop

A4.2.3. **Manpower Equation.** See Matrix.

A4.2.4. Workload Factor:

A4.2.4.1. **Title.** Aircraft Engines Tracked.

A4.2.4.2. **Definition.** The total number of modular and non-modular aircraft engines tracked.

A4.2.4.3. **Source.** Comprehensive Engine Management Systems (CEMS). Report found under "Browse Function," "Propulsion Unit Automatic Resupply Point."

A4.2.5. Points of Contact:

A4.2.5.1. **AFCQMI Representative.** Mr. Glen Craft, AFCQMI/MQAB

A4.2.5.2. **Functional Representative.** CMSgt Philip Pulliam, HQ AETC/LGMMQ

A4.3. Application Instructions:

A4.3.1. **Step 1.** Determine the total engines tracked in the CEMS.

A4.3.2. **Step 2.** Using the matrix below, identify the range of the number of engines tracked and determine core manpower.

Number Engines Tracked	Core Manpower
1 - 50	2
51 - 100	3
101 - 150	4
151 - 200	5
201 +	6

A4.3.3. **Step 3.** Using the applicable variance(s) (see Appendix C) for your base, add/subtract to or from the manning indicated in the core manpower determined in paragraph A4.3.2 above.

A4.3.4. **Step 4.** Use the manpower table at Appendix B to determine the appropriate grades and skills.

A4.4. Statement of Conditions. The Engine Management activity's normal hours of operation are 8 hours a day, 5 days a week.

Appendices

A - Process Oriented Description

B - Standard Manpower Table

C - Approved Variances

D - Process Analysis Summary

PROCESS ORIENTED DESCRIPTION

ENGINE MANAGEMENT

A4A.1. PERFORMS ENGINE MANAGEMENT.

A4A.2. MONITORS ENGINE REMOVAL AND REPLACEMENT.

A4A.3. TRACKS ENGINE DATA ACCORDING TO APPLICABLE EQUIPMENT MAINTENANCE MANUAL.

A4A.4. PLANS, SCHEDULES, AND DOCUMENTS MAINTENANCE ACTIONS ON ASSIGNED ENGINES.

A4A.5. MANAGES INSPECTION, TIME CHANGE, AND TCTO PROGRAM FOR ASSIGNED ENGINES.

A4A.6. MAINTAINS HISTORICAL RECORDS FOR ASSIGNED ENGINES.

STANDARD MANPOWER TABLE											
WORK CENTER/FAC			APPLICABILITY MAN-HOUR RANGE								
Maint Ops Flt/Current Ops Flt (Maint) Engine Management/21B1.4			N/A								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
*SEE NOTE	2XX7X	MSG				1	1	1	1	1	1
*SEE NOTE	2XX7X	TSG		1	1			1	2	2	2
*SEE NOTE	2XX5X	SSG	1	1	2	2	2	2	2	3	3
*SEE NOTE	2XX5X	SRA	1	1	1	2	3	3	3	3	4
TOTAL			2	3	4	5	6	7	8	9	10
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
<p>*NOTE: May use Aerospace Prop, 2AXXX; Maint & Sched, 2RXXX; or Inventory Mgt, 2SXXX, in order to meet organizational needs. (Coordinate between Manpower/Functional OPR.)</p>											
TOTAL											

APPROVED VARIANCES**ENGINE MANAGEMENT**

A4C.1. Title. Positive Mission Variance for Comprehensive Engine Management Systems (CEMS) Tracking of Modular Engines.

A4C.2. Definition. Tracking of modular engines increases workload due to serial number tracking of individual engine components vice engine end item tracking.

A4C.3. Impact. Each location = +1 to +4

A4C.4. Applicability. (Hill, Moody, Mt Home, Pope, Eielson, Kunsan, Misawa, Osan, Aviano, +1) (Ramstein, Eglin, Holloman, Seymour Johnson, +2) (Davis Monthan, Dyess, Ellsworth, Langley, Elmendorf, Kadena, Lakenheath, Spangdahlem, +3) (Luke and Shaw, +4)

NOTE: Impact is based on the following modular engine matrix:

1 - 100	+1
101 - 150	+2
151 - 200	+3
201+	+4

PROCESS ANALYSIS SUMMARY**ENGINE MANAGEMENT**

PROCESS TITLE	PROCESS TIME (Man-Hours)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER
Engine Management	4.01	200 Engines	4.92

TOTAL FRACTIONAL MANPOWER			4.92

(21B1.5/21E1.5)

**MAINTENANCE OPERATIONS FLIGHT/CURRENT OPERATIONS FLIGHT (MAINT)
(PROGRAMS AND MOBILITY)**

This section provides the financial, manning, facilities, and mobility liaison management in support of the aircraft maintenance effort. This AFMS provides the manpower needed to support a Programs and Mobility section in both the Maintenance Operations and Current Operations Flights. It applies to installations with flying missions in AETC, ACC, AMC, PACAF, and USAFE during peacetime. It does not apply to AFR, ANG, AFMC, AFSPC, or AFSOC. It also does not apply to Andrews AFB, AF Academy, Howard AB, Keflavik AB, Nellis AFB, Randolph AFB, and Tyndall AFB (Log Gp). This AFMS does not apply to functions that are undergoing cost comparison or have been cost compared (OMB Circular A-76). Bases should develop negative variances to account for processes not performed or performed by contract, and positive variances for processes performed, but not included in this AFMS.

A5.1. Core Composition:

A5.1.1. **Core Manpower Requirement.** 4

A5.1.2. **Core Range.** 4 (Fixed)

A5.1.3. **Major Programming Factor.** An Authorized Programs and Mobility Section

A5.2. Standard Data:

A5.2.1. **Approval Date.** 7 March 1997

A5.2.2. **Manpower Data Source.** Expert Team Workshop

A5.2.3. Manpower Equation:

A5.2.3.1 Maintenance Ops. Y=4

A5.2.3.2. Current Ops. Y=4

A5.2.4. Workload Factor:

A5.2.4.1. **Title.** An Authorized Programs and Mobility Section.

A5.2.4.2. **Definition.** A Current Operations Flight and a Maintenance Flight authorized in accordance with AFI 38-101, *Air Force Organization*.

A5.2.4.3. **Source.** AFI 38-101 "Functional Statements."

A5.2.5 Points of Contact:

A5.2.5.1. **AFCQMI Representative.** Mr. Glen Craft, AFCQMI/MQAB

A5.2.5.2. **Functional Representative.** CMSgt Philip Pulliam, HQ AETC/LGMMQ

A5.3. Application Instructions:

A5.3.1. **Step 1.** Maintenance Ops core manpower is fixed at 4 authorizations.

A5.3.2. **Step 2.** Use the manpower table at Appendix B to determine the appropriate grades and skills.

A5.3.3. **Step 3.** Using the applicable variance(s) (see Appendix C) for your base, add/subtract to or from the manning indicated in the core authorizations determined above.

A5.3.4. **Step 4.** Current Ops core manpower is fixed at 4 authorizations. Follow instructions for paragraphs A5.3.2 and A5.3.3 above.

A5.4. Statement of Conditions. The normal hours of operation for this work center are 8 hours a day, 5 days a week.

Appendices

A - Process Oriented Description

B - Standard Manpower Table

C - Approved Variances

D - Process Analysis Summary

PROCESS ORIENTED DESCRIPTION

PROGRAMS AND MOBILITY

A5A.1. MANAGES DEPOT LEVEL REPAIRABLES (DLRS) AND REPAIRABLE SUPPORT DIVISION (RSD) PROGRAMS. Interfaces with the group resource advisor on applicable programs.

A5A.2. PROVIDES MANNING MANAGEMENT FOR ALL MAINTENANCE PERSONNEL ASSIGNED TO THE GROUP:

- A5A.2.1. CONTROLS MANNING AUTHORIZATIONS.
- A5A.2.2. CONTROLS MAINTENANCE AFSCS.
- A5A.2.3. CONTROLS ASSIGNMENTS WITHIN THE GROUP.
- A5A.2.4. MANAGES THE CAMS PERSONNEL SUBSYSTEM.

A5A.3. MANAGES THE GROUP'S FACILITIES. Controls and monitors work orders affecting group facilities.

A5A.4. PERFORMS AS THE GROUP'S MOBILITY LIAISON:

- A5A.4.1. PROVIDES OVERSIGHT FOR ALL THE GROUP'S MOBILITY OPERATIONS.
- A5A.4.2. REVIEWS COMBAT RELATED PLANS REQUIRING SUPPORT FROM THE GROUP.
- A5A.4.3. PROVIDES INPUTS TO THE LOGISTICS PLANS FLIGHT.

APPROVED VARIANCES

PROGRAMS AND MOBILITY

A5C.1. Title. Negative Mission Variance for Consolidated Maintenance Activity.

A5C.1.1. **Definition.** Where maintenance is centralized under the Logistics Group, all maintenance resources are aligned under either the maintenance squadron or logistics support squadron. As such, a programs capability within current operations does not apply.

A5C.1.2. **Impact.** -4 Current Ops.

A5C.1.3. **Applicability.** Scott AFB

A5C.2. Title. Positive Mission Variance for Budget Analyst.

A5C.2.1. **Definition.** When Primary Aircraft Inventory exceeds 25 at bases not authorized Maintenance Supply Liaison (MSL), an additional authorization is required in the Current Operations Flight to perform Repairable Support Division (RSD)/Depot Level Repairable (DLR) supply and maintenance liaison work.

A5C.2.2. **Impact.** +1 AFSC 6F1X1

A5C.2.3. **Applicability.** Kirtland

A5C.3. Title. Negative Mission Variance for Mobility.

A5C.3.1. **Definition.** Wings which do not have a deployment or perform a mobility function.

A5C.3.2. **Impact.** -1 for Maintenance Operations Flight, and -1 for Current Operations Flight.

A5C.3.3. **Applicability.** Osan AB, ROK, and Kunsan AB, ROK

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PROCESS ANALYSIS SUMMARY**PROGRAMS AND MOBILITY**

PROCESS TITLE	PROCESS TIME (Man-Hours)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER
Resource Advisor, Including Management of DLRs	163.17	Fixed	1
Manning Management	163.17	Fixed	1
Manages Facilities	163.17	Fixed	1
Mobility Liaison	163.17	Fixed	1
TOTAL FRACTIONAL MANPOWER			----- *4

***NOTE:** This process Analysis Summary is applied twice. First to Maintenance Operations, then to Current Operations for a total fractional manpower of 8.

(21B1.6/21E1.6)

**MAINTENANCE OPERATIONS FLIGHT/CURRENT OPERATIONS FLIGHT (MAINT)
(MAINTENANCE SUPPLY LIAISON (MSL))**

This section monitors the overall maintenance and supply interface, advises maintenance of support problems, and recommends corrective actions. This AFMS is a peacetime standard and provides the manpower needed to support a Maintenance Supply Liaison section in both the Maintenance Operations and Current Operations Flights. It applies to installations with flying missions in ACC, PACAF, and USAFE. It also applies to AMC bases assigned KC-135 and KC-10 aircraft. It does not apply to AFR, ANG, AETC, AFMC, AFSPC, and AFSOC. It also does not apply to Andrews AFB, AF Academy, Howard AB, Keflavik AB, Nellis AFB, and bases that receive credit for variance #2 on AFMS 21B1.5/21E1.5. This AFMS does not apply to functions that are undergoing cost comparison or have been cost compared (OMB Circular A-76). Bases should develop negative variances to account for processes not performed or performed by contract, and positive variances for processes performed, but not included in this AFMS.

A6.1. Core Composition. This AFMS was developed to support an Objective Wing core of 75 PAI.

A6.1.1. Core Manpower Requirement. 2

A6.1.2. Core Range. 1-3

A6.1.3. Major Programming Factor. Primary Aircraft Inventory (PAI)

A6.2. Standard Data:

A6.2.1. Approval Date. 7 March 1997

A6.2.2. Manpower Data Source. Expert Team Workshop

A6.2.3. Manpower Equation. See Matrix.

A6.2.4. Workload Factor:

A6.2.4.1. Title. A Primary Aircraft Inventory (PAI).

A6.2.4.2. Definition. Total PAI of the installation, excluding aircraft maintained via contract.

A6.2.4.3. Source. The most current source document available identifying base PAI.

A6.2.5. Points of Contact:

A6.2.5.1. AFCQMI Representative. Mr. Glen Craft, AFCQMI/MQAB

A6.2.5.2. Functional Representative. CMSgt Philip Pulliam, HQ AETC/LGMMQ

A6.3. Application Instructions:

A6.3.1. Step 1. Determine the total number of PAI to your base for the projected year, minus those aircraft maintained by contract.

A6.3.2. **Step 2.** Using the matrix below find the range of authorized aircraft and determine core manpower.

PAI	CURRENT OPERATION MANPOWER	MAINTENANCE OPERATION MANPOWER
1 - 40	1	
41 - 80	1	1
81+	2	1

A6.3.3. **Step 3.** Use the manpower table at Appendix B to determine the appropriate grades and skills.

A6.4. Statement of Conditions. The normal hours of operation for this work center are 8 hours a day, 5 days a week.

Appendices

A - Process Oriented Description

B - Standard Manpower Table

C - Process Analysis Summary

PROCESS ORIENTED DESCRIPTION

MAINTENANCE SUPPLY LIAISON (MSL)

A6A.1. PERFORMS MAINTENANCE SUPPLY LIAISON.

A6A.2. MONITORS THE OVERALL MAINTENANCE AND SUPPLY INTERFACE.

A6A.3. ADVISES MAINTENANCE OF SUPPORT PROBLEMS AND RECOMMENDS CORRECTIVE ACTION.

A6A.4. PROVIDES GUIDANCE ON USE OF SUPPLY MANAGEMENT PRODUCTS, SHELF LIFE, DUE-IN FROM MAINTENANCE (DIFM), AND NOT REPAIRABLE THIS STATION (NRTS) CONDITIONS.

STANDARD MANPOWER TABLE											
WORK CENTER/FAC			APPLICABILITY MAN-HOUR RANGE								
Maint Ops Flt/Current Ops Flt (Maint) Maintenance Supply Liaison (MSL)/21B1.6/21E1.6			N/A								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Inventory Mgt Crftmn	2S071	TSG	1	1	2						
Inventory Mgt Jrnymn	2S051	SSG		1	1						
TOTAL			1	2	3						
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
TOTAL											

AF Form 1113, JUN 91 (COMPUTER GENERATED). PREVIOUS EDITION IS OBSOLETE.

PROCESS ANALYSIS SUMMARY**MAINTENANCE SUPPLY LIAISON (MSL)**

PROCESS TITLE	PROCESS TIME (Man-Hours)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER
Performs Maintenance Supply Liaison	3.21	75 Aircraft	1.48
TOTAL FRACTIONAL MANPOWER			<hr/> 1.48